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MINUTES

GREEN STREET STATION AREA TASK FORCE MEETING

St. John's Episcopal Church

November 10, 1977

The meeting was preceeded by an informal discussion held around the Roy Mann Associates model of the Green Street - Boylston Street Stations area between SATF members and various consultants.

The meeting was opened at 7:55 PM by Ken Kruckemeyer, MBTA. Ken presented a brief update on how we got to the point of this meeting. He estimated that we were 1½ years from construction and until then, all engineering and architectural design work must be carried out. Particularly, over the next six months, work on the design of the station area and the station itself will be the prime focus and the forum for that work will be the Station Area Task Force (SATF). Tonight, the architects that will be working with the SATF to evaluate design needs, alternatives and solutions will be formally introduced.

Ken further reviewed other ongoing work in the Southwest Corridor including major engineering work and the completion of the Environmental Impact requirements which will lead to final funding of the project in early 1978.

Carl Anderson, HNTB, gave a brief update on engineering progress in Section III, particularly the horizontal and vertical alignment of the tracks: 40 scale drawings of Section III will be completed in a few weeks; the boring contract was completed October 28 and the results are now being analyzed: final right-of-way drawings are being prepared with no new land takings anticipated beyond that shown in the Draft E.I.S.; utility relocation analysis is also in progress and people will be in the neighborhood looking into manholes over the next few weeks; preparation of composite utility drawings is also underway. These items will complete Phase I of the engineering work.

Carl also stated that Jamaica Plain Section Planner interviews are completed and an announcement will be made next week.

At this point there was a question regarding the movement of the horizontal alignment of the tracks. Carl and Ken stated that there was some horizontal realignment which allowed for more flexibility of the location of the linear park and gave the tracks a better alignment with minimum impact on adjacent housing.

Ken discussed SATF organization stating that at the next meeting the election of a moderator should take place. He asked if there were ways of getting more people to attend. A member of the Sumner Hill Association volunteered a membership list which will be added to the mailing list. A woman stated that some people have not been receiving information. Ken said he will check the mailing list.

Ken suggested the use of "flyers" as additional meeting notices. There was agreement to use them. They will be hung on door knobs and be in English and Spanish.

Ken stated that a date for the next SATF will be set and at least two weeks notice given to all.

(Coffee break while the architects got their projector working.)

Ken introduced the architects from Mintz Associates and The Leon Bridges Company who have formed a joint venture to design the Green Street Station.

Sy Mintz (MA) introduced all the staff present and gave some background on the MA/TLBC joint venture and then background and work/philosophy of Mintz Associates using slides and focusing on community participation-oriented projects.

Leon Bridges (TLBC) presented background and work of The Leon Bridges Company, focusing on the planning and design of transportation-related projects.

The meeting was then opened to general discussion and dialogue. The architects asked for input, comments, issue identification and direction from SATF members who as community members best know their neighborhood and will play a vital role in achieving a successful station.

The following are the major comments and responses made during the remainder of the meeting:

SATF:	A Sumner Hill Association member stated a desire to preserve the neighborhood character both in station design and corridor landscape treatment.
SATF:	Jamaica Plain is rich in historic character and there is a desire to relate to and preserve this. Several examples were given.
Ken K.:	A landscape meeting would be held in Jamaica Plain to discuss related issues.
S. Mintz:	We will relate the station and landscape to the area. Will be concerned with topography, trees, buildings, in a sensitive way. The relatively small size of the station will make this easier.
L. Bridges:	What are the concerns for parking and circulation?
SATF:	How will you as architects approach the design -- building first or neighborhood first?
L. Bridges:	We must consider all factors but neighborhood input and character comes first together with transit design.
SATF:	Zoning allows industrial uses and reflects earlier, higher densities. A station could bring back this density and land

use - zoning could be a problem. How do you propose to deal with this?

S. Mintz: Neighborhoods change and, as best as possible, the MBTA, the City and their consultants should address these issues with the station architects. It is difficult to predict, but as best as possible, we must try to anticipate these changes with you. Zoning can be changed to reflect local desires.

Ken K.: Station architects' responsibility is the design of the station and the SATF must consider all aspects of design and planning. The MBTA will bring appropriate information and people (public agencies and consultants) in on all relevant issues.

SATF: Could we have a Hilgenhurst Associates representative at the next meeting to discuss land development issues?

Ken K.: This will be done in January, while the next SATF meeting (December) will deal with organization of the SATF and basic station design issues. But we would try to have a development representative at the next meeting.

SATF: The station should be in character with the neighborhood but not a "museum". It should also be an alive, activity center for the neighborhood.

S. Mintz: We agree and see the station as having a larger focus than just transit but we must have input from the community to create a station special to the Green Street neighborhood.

SATF: The main purpose should be to get the Orange Line going in Jamaica Plain with security. Land development will follow.

SATF: Auto parking and pick-up/drop-off areas are important as this relates to who the station is for. It is a local station and pick-up/drop-off is appropriate with limited parking. Handicapped needs should also be high priority.

SATF: Objection to the idea that the station must be an activity center.

Ken K.: Thanked everyone for attending and contributing.

Meeting closed at 9:55 PM.

Bill Yuhas, MA/TLBC

WAY/al

GREEN STREET STATION AREA TASK FORCE MEETING

Attendance

November 10, 1977

James D. Fisher		HNTB
Tom R. Gillet	303 Lamartine St., Jamaica Plain, MA	SWCC
Carl Anderson		HNTB
Marvin Sanders		RMA
Larry Kilroy	305 Lamartine St., Jamaica Plain, MA	
T. Jeaniouis	266 Lamartine St., Jamaica Plain, MA	
Sara Driscoll	33 Lourdes Ave., Jamaica Plain, MA	JP/Rox. Tenant Act
L. Martin	15 Gorden St., Jamaica Plain, MA	SWCC
Eleanor Peacock	5 Lamartine Terr., Jamaica Plain, MA	NCJP
Arthur Hall	280 Chestnut Ave., Jamaica Plain, MA	
Mark Levine	71 Peter Parley Rd., Jamaica Plain, MA	
Bob Keith	57 Peter Parley Rd., Jamaica Plain, MA	
Romeo Salemme	11 St. John St., Jamaica Plain, MA	
Janet Hurwitz		Stull Associates
Tosh Kawakami		Mintz Associates
Bill Yuhas		Mintz Associates
Cy Mintz		Mintz Associates
John Frey		Mason & Frey
Nick & Ann Tracoyeanos	283 Lamartine St., Jamaica Plain, MA	
C. Joseph Doyle	175 School St., Jamaica Plain, MA	
David Villela		TLBC
Lydia Mercado		WFEM
Michael Reiskind	96 Rockview St., Jamaica Plain, MA	
Kenneth C. Bragg	6 St. John St., Jamaica Plain, MA	
Leon Bridges		TLBC
Bob Kelley	One Beacon St., Boston MA	KE/FST
Alice O'Toole		Parkway Transcript
Dennis M. O'Brien	177 Chestnut Ave., Jamaica Plain, MA	SWCC/JP
Jack Dolan	26 Greenough Ave., Jamaica Plain, MA	Sumner Hill Associa
Mr. & Mrs. Paul Chute	33 Rosemary St., Jamaica Plain, MA	
Anna Moore	115 Chestnut Ave., Jamaica Plain, MA	
Mary Dudley	116 Chestnut Ave., Jamaica Plain, MA	
Irene Caldwell	50 Lochstead Ave., Jamaica Plain, MA	
Lee Delaney	1 Roslyn Place, Jamaica Plain, MA	
Ruth Parker	6 Chilcott Pl., Jamaica Plain, MA	
Terry Rankine		Cambridge Seven As

GREEN STREET STATION AREA TASK FORCE (SATF) MEETING

ST. JOHN'S EPISCOPAL CHURCH

ONE ROANOKE STREET

JAMAICA PLAIN

DECEMBER 15, 1977

7:30 P.M.

Tony Pangaro, MBTA Southwest Corridor Project Manager, opened the meeting by describing briefly the purpose of the meeting. The items to be presented were as follows: (1) Discussion of the Urban Design and Land Use Considerations in relation to the parcels owned by the State within the old I-95 "taking Line" and possible desirable uses for the privately owned parcels adjacent to the taking line; (2) pedestrian and vehicular circulation patterns as will be determined by the Southwest Corridor Project and the City Traffic Management proposal (soon to be forthcoming); (3) touch lightly on the proposals for locating the deck at either Minton Street or Boylston Street (Note: A joint SATF meeting with Boylston Street will be held on January 16th to resolve the Minton Street deck location); and (4) election of the SATF Moderator.

Due to the holidays, two community participants had today requested that the election be postponed for a later date. This would be discussed during the meeting.

Tony then introduced the participants for tonight's meeting: Don Grinberg, MNTB, the new Section Planner for Jamaica Plain; Janet Hurwitz, SAI, SWCP Urban Design and Architect Coordination; Roy Mann, RMA, SWCP Landscape Programming and Landscape Architects; Lydia Mercado, WFEM, SWCP Community Liaison and Community Planning Coordinator; and David Villela and Tosh Kawakami, MA/TLBC, Green Street Station Architects.

Janet Hurwitz began the presentation be explaining that the "Urban Design Consideration" handout issued tonight contain the same information as the slide presentation and could be studied at home after the meeting. The slide presentation included the following: (1) Aerial view of the Green Street Station area including the Corridor taking line as well as the impact area from McBride Street to Lawndale Terrace and ¼ mile each side of the Southwest Corridor; (2) traffic volume as described in the Draft E.I.S. which may stay the same or decrease depending upon the implementation of the Traffic Management Plan by the City of Boston; (3) Orange Line station passenger arrival distribution by bus, walk-in, auto drop-off, and possible park and ride. (The last mode to be determined by community input/needs); (4) existing/ proposed streets and bus routes and (5) Land Use Concept Plan showing the area being reserved for open space/parkland with the other land reserved for small scale residential, expansion of backyards of abutting private properties, and institutional and community facilities. Also shown were privately owned parcels outside the taking line which could be explored for possible development by others such as the American Cellophane building.

Roy Mann continued the slide presentation by discussing the Southwest Corridor Parkland Concept Plan. He explained that the plan shown tonight is midway in the process of concept refinement based upon input received from the community in the preceeding months.

Roy indicated by a diagram the major points brought forth by the community in their concern for a safe and well-maintained park. The eight major points which would be necessary for a safe and well-managed park" were as follows: (1) Local pride; (2) commitment by the government; (3) secure annual funding for taking care of the park; (4) neighborhood park supervision; (5) diligent policing; (6) safe paths; (7) good lighting for protection at night: and (8) sturdy and attractive trees.

Next, Roy Mann went over some facts and observations on the Minton Street/ Boylston Street deck locations for the community to consider and dialogue at the next joint Green and Boylston SATF meeting to be held in January. The deck located at Minton Street as shown in the Draft E.I.S. contains an area of common park area situated between residential on the west and light industrial on the east; and it provides some security by views from vehicular traffic since there would be frontage by two minor streets -- Oakdale Street and new Minton Street -- and one major street -- new Amory Street. With the deck located at Boylston Street, the common park area is situated with residential on the west and east sides and provides good security with views from vehicular traffic since it would be fronted by three major streets -- Lamartine, Boylston and Amory streets -- in addition to the Boylston Street Station on the north side.

After the coffee break, Tony Pangaro indicated that the handouts issued tonight should be studied by the community for feedback at the next SATF meeting. All questions in regard to the handouts should be directed to Don Grinberg, HNTB (Phone: 267-6710)

The remainder of the meeting was opened for questions from the community.

Q. Michael Bojanowski: Will the house on the vacant lot at the intersection of Call and Carolina streets be torn down?

A. Tony Pangaro: It may stay unless grade changes make it necessary to take it down.

Q. Charles Glen: What potential use is planned for the American Cellophane building?

A. Tony Pangaro: A feasibility study has not been done as part of the SWC Project ownership. However, "adaptive" reuse for a large number of possibilities are open. At this point, Mark Levine, Advisor to Jamaica Plain Neighborhood Development Corp., a nonprofit group said that his group would be interested in working with the community even though at present he only has preliminary thoughts for developing the American Cellophane building. Tony Pangaro

then indicated that he will check with the owner of the American Cellophane building for possible development. Tony indicated that he was willing to allow the consultant team to do a first look at reuse possibilities if the owner also consented.

Q. Mark Levine: Is there any mixed-use development planned for the area adjacent to Jamaica Plain High School?

A. J.Hurwitz: No, that area is outside the Corridor area.

A. T. Pangaro: We will look ar the American Cellophane building (as noted above)

Q.Michael Reiskind: How wide is the corridor between the American Cellophane building and the tracks?

A. R. Mann: There will be approximately 70 feet of park between the American Cellophane building and the eastern-most track, as well as a new street. This parkway will have trees and a separate path. The grades next to the American Cellophane building are being studied.

Q. Tom Tully: Are there any uses planned for the Unemployment Building? Also, isn't Call Street incorrectly labeled Everett Street on page 10 of the handout?

A. T. Pangaro: The Unemployment Building will be demolished for the new Jamaica Plain High School.
The map on page 10 will be corrected to show Call Street as it really is.

Q. William Jenny: Wouldn't the traffic on new Amory Street be too heavy for the school area?

A. T. Pangaro: The first draft of the Mayor's Traffic Management Plan for traffice lights, stop signs, one-way signs, etc. should be ready around February 1978 and will deal with these questions.

Paul Porell (BRA) brought out the point that the Traffic Management Plan will be a trade-off between diverting traffic out of the neighborhoods and at the same time restricting community areas.

Q) Alex Cassie: What is the current thinking for the end of Bishop Street and Parcel 45-X? Is there any possibility for housing in lieu of park land since my property would be surrounded by park land on three sides?

A) T. Pangaro: Parcel 45-X will be studied further. (Editor's correction: It is publicly owned by the MDPW) Also, any development on Bishop Street is probably out of the question due to existing underground utilities. It could be sold to abuttors or left as a pedestrian path.

Q) Brough Turner: Will the quality of paving for the bicycle path be sufficient to prevent frost heaves?

A) R. Mann: Bicycle paths will be designed to meet Federal Standards and should not heave.

Q) Arthur Hall: Shouldn't the total covered deck areas be the same for both the Minton Street and the Boylston Street locations and not 3.5 and 5 acres, respectively, as presented?

A) R. Mann: The total of all the separate parts are equal; however, the areas common or immediately adjoining the deck areas are are different by the amounts shown.

Q) Dennis O'Brien: How much does the deck cost?

A) T. Pangaro: In 1980 cost, the structural portion of the deck should cost approximately $30.00/sq/ ft. (or more than $3,000,000) and the landscaping would add approximately $20.00/sq. ft.

Q) Paul Porell: Will the locating of trees on the bridges over the tracks require them to be smaller than shown on the landscape plan or the bridges to be higher?

A) R. Mann: The streets will be as low as possible since the trees located on the bridges will be in planter boxes. Also, the final Refined Parkland Concept Plan will show smaller trees on the bridges to reflect the true situation.

After the question/answer session, the majority of the community voted to hold the election of the SATF Moderator instead of postponing it as some of the participants had requested.

With the nominations open, only two individuals volunteered themselves - Michael Reiskind and Fred Freeman - all other nominees declined to run.

A short speech was given by each nominee.

Michael Reiskind said he would like to have the discussions with the consultants focus more on existing houses and stores around the Green Street Station instead of always talking about changes. Also, he would like to work towards trust and a working relationship with the Architects.

Fred Freeman said he has been a long-time resident of Jamaica Plain and belongs to the Arborway Committee. He is mainly concerned with preserving the neighborhoods and properties next to and away from the Corridor area.

The voting results were as follows: Michael Reiskind - 27, Fred Freeman - 5; therefore, Michael Reiskind will be the Green Street Station SATF Moderator for the next 90 days.

GREEN STREET SATF MEETING
December 15, 1977

NAME	ADDRESS	AFFILIATION
Tom K. Gilbert	303 Lamartine St., Jamaica Plain	SWCC
Don Grinberg	Prudential Center	HNTB
Art Hall	280 Chestnut Ave.	
Tom Tully	9 Newbern	
Lorraine Martin	15 Gordon St.	
Margaret Murphy	14 Gordon St.	
Frank E. Fox	21 Union Ave., Jamaica Plain	
William L. Jenney	23 Union Ave.	
Lillian Cooper	c/o Physical Therapy Dept., 1200 Centre St., Roslindale	
Michael Reiskind	96 Rockview St.	
Stephen C. Williams	38 Olmstead St.	
Robert Kelley	One Beacon St.	KE/FST
Nellie Schocken	40 Greenough, Jamaica Plain	
J. Edward Amberman	40 Alveston St.	
Thomas D. Schocken	40 Greenough	
Michael S. Bojanowski	16 Alveston St.	Sumner Hill
Chris O'Toole	Greenough	Sumner Hill
Sara Driscoll	33 Lourdes Ave. #4, Jamaica Plain	J.P. Tenant Actio
David Villea		TLBC
Tosh Kawakami		MA/
Milton Schwartz		HNTB
M. Levine	71 Peter Parley Rd.,Jamaica Plain	
Robert Keith	57 Peter Parley Rd.	
Paul Porell	City Hall	BRA
Barbara Ford	148 State St., Boston	Hilgenhurst
Phil Henderson	148 State St.	Hilgenhurst
L. Adrienne Cupples	26 Sigourney St.	
Ron Nayler	City Hall	BRA
Lydia Mercado		WFEM
Nick Everett		RMA
Alex Cassie	22 Everett St.	Sumner Hill
Fred F. Freeman	Forest Hills St.	Arborway Council
Charles Glenn	1 Robeson St.	Parkside Assoc.
John Frey		Mason & Frey
Lee Glenn	14 Park Lane	Parkside Assoc.
Julie Nutt	8 Park Lane	Brookside Board
Ritta Jo Horsley	19 Park Lane	Parkside Assoc.
Larry Bruce	23 Alveston St.	Sumner Hill
R. Levine	71 Peter Parley Rd.	Parkside
Lee Delaney	1 Roslyn Place, Jamaica Plain	
Brough Turner	96 Rockview St., Jamaica Plain	
Charles H. Martin	15 Gordon St., Jamaica Plain	
Dennis M. O'Brien	177 Chestnut Ave., Jamaica Plain	SWCC
Charles E. Cloherty	3297 Washington St., Jamaica Plain	
T.F. Naughton	49 Peter Parley Rd.,Jamaica Plain	
George E. Alieu	207 Chestnut Ave., Jamaica Plain	
John J. Dolan	26 Greenough Ave.	Sumner Hill
Anne Keith	57 Peter Parley,Jamaica Plain	Parkside
C. Joseph Doyle	175 School St.	
Anna Sullivan	71 Forest Hills St., Jamaica Plain	

MINUTES

GREEN STREET STATION AREA TASK FORCE MEETING

ST. JOHN EPISCOPAL CHURCH, ONE ROANOKE STREET

JAMAICA PLAIN

JANUARY 31, 1978

7:30 P.M.

Michael Reiskind, Green Street SATF Moderator, opened the meeting with several introductory remarks:

(1) an open house was held the night before at the MBTA project office where the entire corridor plan for landscaping reflecting the latest Refined Concept Plan was shown;

(2) the Green Street Station Area walk was held last Saturday and was attended by the Architects and several area residents;

(3) a second Section III Planner (Spanish speaking) will be selected and Lydia Mercado, WFEM (864-3500) should be contacted for any information regarding this position;

(4) at the last joint SATF meeting held with the Boylston Street Station SATF on January 16, a consensus was reached that approximately one-half of the covered deck would be located south of Boylston Street and the other half at Minton Street. Further details on the deck will be available in about six weeks; and

(5) at our last SATF meeting held on December 15, 1977, a handout entitled Urban Design Considerations was distributed for review and comments by the SATF members. Anyone who had not received this document should contact Don Grinberg, HNTB (267-6710).

Ken Kruckemeyer, the MBTA's Southwest Corridor Assistant Project Manager continued the meeting by providing a project update. The South Cove Tunnel Project had its groundbreaking ceremony on January 16, 1978. The Midland Branch Railroad line reconstruction contract has been let. The switch over to the Dorchester line will be possible in mid-1979. The Crosstown Street Project is almost ready to go out for bids.

Ken then referred to the minutes of our last SATF meeting in which certain items needed further clarification:

(1) The proposed street grades will make it necessary for the MBTA to take the building at the Corner of Call and Carolina Streets; however, the other buildings on Carolina Street will not be acquired;

(2) a similar situation with proposed street grades at Amory and Green Street will probably make it necessary to take the building north of Green Street; and

(3) the owner of the American Cellophane Building has been contacted and more information should be forthcoming at our next SATF meeting. Mark Levine asked about any possible use planned for the American Cellophane Building and Ken responded that an economic analysis has not benn conducted, but could be if the owner is willing.

Lydia Mercado, WFEM Section III Project Planner, was introduced by Michael Reiskind, and proceeded to describe the Station Area Notebook which would be issued to each SATF member at the end of the meeting. The notebook can be used as a reference source for

(1) elements for entire design of the Corridor;

(2) glossary of terms used by the consultants; and

(3) organizing material as it becomes available.

In addition, Michael Reiskind requested that the SATF members indicate any corrections, additions and/or clarifications which should be made to the notebook.

Next, Don Grinberg, Section Planner for Jamaica Plain (HNTB), stated that the purpose of tonight's meeting was to have the Architect present drawings which would lead up to a formulation of a station design concept. The SATF should incidate its needs and/or concerns which the Architects can evaluate and incorporate into further studies and design.

Sy Mintz, MA/TLBC, began the Architect's presentation by briefly describing each of the following drawings:

1. Orientation Map: Indicated the location of the proposed Green Street Station in relation to the major streets in Jamaica Plain. Also, certain familiar reference points were used to indicate relative walking distance/time from the proposed station.

2. Traffic Pattern: Reviewed existing and proposed traffic patterns including (1) one-and two-way traffic, and (2) street pattern changes.

3. Pedestrian Flow Diagrams with emphasis placed on Green Street since (1) historically Green Street was one of the major streets in the area and (2) encouraging pedestrian traffic on Green Street may directly influence the viability of any commercial development on Green Street in the vicinity of the station.

4. Orange Line Passenger Modal Split: Showed arrival to be 87% pedestrians, 12% by buses, 1% by auto drop-off and insignificant amount of "park and ride."

At this point, the following questions and answers were formulated:

Mark Levine: Does the question mark at "park and ride" really designate an insignificant amount?

Ken Kruckemeyer: The latest policy decision based upon community input has been to provide major auto parking only at the Forest Hills Station and none at the small stations such as Green Street and Boylston Street Stations.

Tom Schocken: What is the reason for the two alternates for pedestrian access?

Sy Mintz: The entrance fronting on Green Street would be preferable because it would help reinforce Green Street as a pedestrian street.

5. Vehicular Traffic: Showing existing bus routes and possible "loop-around-station" bus routes.

Charles Cloherty: Since the J.P. bus loop is approximately two years old and constantly changing, the design of the station should not be determined by its existing route.

Tom Schocken: Since we do not know the exact proposed traffic pattern and Gordon Street is presently a major street, why discourage pedestrian access to it?

Ken Kruckemeyer: We do not wish to change the existing street pattern and down grade Green Street. Until the City of Boston issues their latest Traffic and Management Plans, traffic variation will be uncertain. The Wren Street bus is the one that will determine bus drop off points, not the loop.

Michael Bojanowski: Suggested that Elm Street could be one-way North between Gordon and Green Streets and two-way down Green so that traffic would go from Lamartine to Green and then to Amory Street.

Dennis O'Brien: Gordon Street is presently a major street for vehicular traffic from Centre Street to Washington Street.

Ken Kruckemeyer: Our planning direction is to encourage pedestrian traffic on Green Street.

(Unidentified) Is the area within the taking line at Johnson Playground going to be improved?

Ken Kruckemeyer: The taking area within Johnson Playground will be improved and the grades adjusted to match the new green belt.

Sy Mintz continued the Architectural presentation by explaining the Station Conc The first concept plan showed the entrance on Green Street side with the station "head house" (or station building at lobby level) having its major axis parallel to the MBTA tracks below. The second concept plan also showed the entrance facing Green Street but with the station"head house" having its major axis perpendicular to Green Street. The latter orientation is the same as the other buildings fronting on Green Street.

The meeting then paused for a coffee break and a closer look at the drawings presented. When the meeting reassembled, Sy Mintz summarized the key concerns which had been expressed during the coffee break:

1. Possibility of providing a closed-off area at the platform area for protection from the wind.

Ken Kruckemeyer: Architects will study this problem, however, typical plastic enclosures/windscreens can be more of a detriment/hindrance to surveillance and passage of people on the platform. In addition to egress problems, there would be fire and smoke problems to be determined by the canopy design.

2. What happens if the elevator is out of order?

Answer: Same as any other buildings where the elevator is out of order; i.e., if in use, the elevator will descend to the platform level and let passenger out; if not in use, the elevator will be "out-of-order" until repaired. Stairs and escalators will still provide access.

3. Can all support spaces be located on the west side or same side as the primary fare collection booth?

Sy Mintz: At the Green Street Station it would cause the following problems: (1) reduce "line-of-sight" from the fare collector's booth if these support spaces had to have direct access from the paid lobby; (2) conflict with the proposed bus stop area; (3) closeness to adjacent properties including residences and Kilgariff's Cafe.

Mark Levine: Commercial spaces with neighborhood oriented services such as bakery, dry cleaners, etc., should be located in or near station since it would be more viable financially and at the same time provide additional security.

Edwina Cloherty: Last year the neighborhood coalition with Tufts studied ideas for the Green Street Station and proposed some commercial in the station area.

Ken Kruckemeyer: There is the liability of building commercial spaces which never get rented; however, there is a growing willingness of government to become involved with commercial spaces.

Alex Cassie: Prior to commercial space on the station site, the empty storefronts on Green Street should be encouraged to be used.

Janet Hurwitz: (Stull Assoc.) If commercial space is to be build next to the station, it should be incorporated into the station design now instead of becoming an appendage to the building in the future.

Tom Schocken: The question of having commercial in the vicinity of Green Street Station should be discussed in the presence of representatives from the Centre Street business district since their livelihood is at stake.

Sy Mintz: Direction from the MBTA would be needed before the Architects can proceed on any analysis of commercial space in the vicinity of the station.

Ken Kruckemeyer: The Architects are directed to study the entire area next to the station within the island surrounded by streets for possible commercial use.

Charles Cloherty: Since the name "Station Drive" is more of a suburban term, it should be dropped and a more appropriate name substituted. Suggestions: Woolsey Square or Woolsey Street. Also, the term "kiss and ride" should be dropped since it may have a bad connotation to some people. More appropriate term: "auto drop-off."

Dennis O'Brien: Who is going to study the feasibility of utilizing the vacant storefronts on Green Street?

Mark Levine: Requested clear defination as to what Charles Hilgenhurst & Associates is doing.

Michael Reiskind: The analysis of commercial development feasibility as well as the utilization of vacant storefronts in the Green Street Station area is within the scope of work of Charles Hilgenhurst & Associates in conjunction with Ryan, Elliott Appraisal and Consulting Company, Inc.

Michael Bojanowski: How do you get the snow out of the depressed track sections?

Ken Kruckemeyer: The MBTA will be purchasing snow removal equipmer

Tom Schocken: Suggest that special letters (not standard SATF memorandums) be sent to the business people located on Centre Street to attend our SATF meetings to discuss the commercial issue.

Don Grinberg: Is there any governmental agency which might be making a comprehensive study on the establishment and/or reinforcement of commercial areas?

Ken Kruckemeyer: The people in the neighborhoods usually know their areas better than the city and/or statistic facts.

Ken Kruckemeyer stressed the importance of having a thorough discussion of the station concept in addition to the land-use issues so that the final track layouts can be determined (and thereby stay on the construction schedule).

Dennis O'Brien: Can schedule (dates) be standardized each month so that the Green Street meetings do not conflict with other community meetings?

Ken Kruckemeyer: The schedule has to be flexible so that the consultants would have sufficient information to present to the community, but conflicts should be avoided.

GREEN STREET STATION AREA TASK FORCE

JANUARY 31, 1978

LIST OF ATTENDEES

	ADDRESS	AFFILIATION
wartz	Prudential Center	HNTB
inberg	Prudential Center	HNTB
ridges		TLBC
id Villela		TLBC
awakami		MA
tz		MA
ll	280 Chestnut, J.P. 02130	
l Reiskind	96 Rockview St. J.P. 02130	Moderator
M. O'Brien	177 Chestnut St. J.P. 02130	SWCC
verett		RMA
ith	57 Peter Parley, J.P. 02130	
evine	71 Peter Parley, J.P. 02130	
D. Schocken	40 Greenough, J.P. 02130	
Mercado	65 Winthrop St., Camb.	WFEM
lley	One Beacon St. Boston	KE/FST
urwitz	431 Marborough	Stull Assoc
ine	12 Revere, J.P 02130	Sumner Hill
l J. Bojanowski	16 Alveston Street, J.P. 02130	
der Cassie	22 Everett Street, J.P. 02130	Sumner Hill
Cloherty	56 Peter Parley Rd.	Parkside Neigh. Assoc
olan	26 Greenough Avenue, J.P. 02130	Little City Hall
s Cloherty	3297 Washington Street, J.P. 02130	

MINUTES

GREEN STREET STATION AREA TASK FORCE MEETING

ST. JOHN EPISCOPAL CHURCH
One Roanoke Street, Jamaica Plain
February 28, 1978

Attendance: See Attached List

Michael Reiskind, Green Street Station Moderator, opened the meeting by announcing that the next joint SATF meeting with the Boylston Street Station SATF will be held on March 16th at Our Lady of Lourdes Parish Center in order to further discuss the use of the decks in the vicinity of Minton Street and Boylston Street. Included will be a discussion and resolution of whether there should be a vehicular crossing at Minton Street.

At this point, the following discussion ensued:

Jef Ferris: Can the SATF meeting schedule be set now instead of by mail?

Don Grinberg: (Section III Planner, HNTB) Due to the complex coordination of all the consultants for the entire Southwest Corridor Project and the constant change in issues to be resolved as the project proceeds, the present method for scheduling meetings with the moderators input and informing the community ten days prior to SATF meeting will have to continue.

Ken Kruckemeyer: (MBTA) The schedule as well as the agenda for each SATF meeting is balanced and set as the project proceeds so that there will be sufficient and relevant information presented at each meeting to which the community can respond.

Tom Schocken: There have been many questions raised at previous SATF meetings that have yet to be answered satisfactorily. One such issue is the Traffic Management Plan by the City of Boston.

Ken Kruckemeyer: That plan shall be forthcoming as soon as the City completes it. The City will present it.

Tom Schocken: The community's concern for the station building accounts for approximately 10%. The remainder of major community concerns are related to unanswered questions such as vehicular/pedestrian circulation and land-use analysis which would impact on all the neighborhoods in the vicinity of the Corridor.

Michael Reiskind continued his introductory remarks by stating that the agenda for the next SATF meeting should be developed and agreed upon at this meeting prior to adjourning. This shall become the procedure for all future meetings.

Next, Ken Kruckemeyer, MBTA Southwest Corridor Assistant Project Manager, gave a brief project update:

1. The final EIS will be received from the printers in about three to four weeks and will be available to the public shortly thereafter.
2. The Architects are close to completion of the schematic design phase of the work and will continue into the preliminary phase when the details will be worked on prior to executing the Working Drawings.
3. The start of construction is scheduled for mid-1979, and
4. The Green Street Station Architects are making good progress towards arriving at the final solution. They are presently at the stage of schematic design when it is very important that the Architects receive as much community input as possible.

Ken Kruckemeyer then introduced some of the participants for tonight's meeting:

1. Milton Schwartz, HNTB Project Manager, Section III.
2. Sy Mintz and Leon Bridges, Principals for the joint venture Mintz Associates Architects/Planners, Inc. and The Leon Bridges Company ("MA/TLBC"), Green Street Station Architects.
3. Dave Dixon, Charles G. Hilgenhurst & Associates ("CGH&A").
4. Lydia Mercado, Wallace, Floyd, Ellenzweig, Moore, Inc. (WFEM), SWCP Planning Coordinator, and
5. Robert Kelley, KE/FST.

Donald Grinberg, HNTB, Section III Planner, then explained that the minutes for the last SATF are not ready partly due to the snow storm, but that they will be mailed out shortly. He stressed the importance of having community feedback on the minutes or any other handouts so that any correction and/or clarification can be resolved. SATF members should feel free to call Don at 267-6710, or the moderator, Michael Reiskind at 522-1150.

Sy Mintz, MA/TLBC, presented drawings and explained the steps taken to arrive at the latest architectural design concept for the Green Street Station. He explained that the purpose of the drawings was to invite as much community response as possible so that the total design for the station would become a collective process reflecting the needs of the community. The following drawings were presented:

1. Orientation Map showing the approximate walking distances from the proposed Green Street Station to several points in the surrounding neighborhoods.
2. Traffic Pattern showing the existing area streets around Woolsey Square and the proposed Green Street Station location.
3. Projected Land Use showing one alternate with no development and the other alternate with potential development in the vicinity of the sation area.
4. Station Concept Drawings showing the organization/function of the station, including the unpaid lobby, fare collection, paid lobby, vertical circulation, platform, and support spaces (See attached sketch).
5. Surveillance studies showing the "line-of-sight" from various locations of the primary collector's booth down to the platform level. Several of the studies showed the possible use of mirrors to reduce the amount of "blind spots" or areas blocked-out from the direct line-of-sight from the fare collector's booth.
6. Review of studies for commercial development adjacent to the station (in response to the last SATF meeting) showing the possible locations and size of commercial space to the east of the station. In addition, new Amory Street extension and the Regional Trail were shown as indicated in the EIS and as recommended on the latest Refined Concept Plan by Roy Mann Associates.

During and after the presentation, the following discussion ensued:

David Pell: How long will mirrors last?

Sy Mintz: If made of polished stainless steel, perhaps forever; if made of glass, not too long.

John Walker: Why not use T.V. monitors?

Ken Kruckemeyer: Conduits for future T.V. monitor system will be incorporated into the building design construction; however, present MBTA policy is not to install a T.V. monitor system due to high maintenance problems.

John Walker: Is the problem vandalism and/or maintenance of equipment?

Milton Schwartz: (HNTB) The Washington, D.C. subway system has provisions for T.V. monitor system which incorporated the following: (1) 8 to 15 cameras per station, (2) an expensive automatic fare collection system, (3) security guard/personnel to monitor the T.V. console, and (4) extra service to keep the T.V. monitor system in working order.

Edwina Cloherty: The theft of the security equipment is also another possibility. Could we have the landscape architect explain his reasons for revising the location of the Regional Trail and new Amory Street so that we may better understand and evaluate the situation?

Nick Everett: (Roy Mann Assoc.) The Regional Trail, which consists of a pedestrian walkway and a separate bike path, should be located to the west of the new Amory Street Extension because (1) the Regional Trail from the north and the south would continue with a smoother transition and the least amount of cross traffic/interruptions and (2) a more direct relationship between the Trail and the Green Street Station could be achieved.

Michael Graham: When will Regional Trail be ready?

Milton Schwartz: It is possible that it will be complete a year ahead of the beginning of transit operations.

Paul Kohler: Will Stony Brook culvert cause any problems?

Milton Schwartz: There appears to be no major problem in Section III portion of SWCP (Problem will be in Section II). However, water will have to be pumped through the culvert during construction.

Jef Ferris: Will the Regional Trail have a tunnel or underpass at street intersections?

Ken Kruckemeyer: That idea was studied and rejected because past experience has shown that underpasses are dangerous and unsafe. A better approach would be to educate the automobile drivers to show respect for pedestrians and bicyclists by signs, and change in paving, and/or stop lights.

Dennis O'Brien: Why not build a canopy over the entire platform? Also, what will be provided to protect the patrons from wind and cold?

Sy Mintz: Stull Associates, Inc. is currently studying these problems. Their findings will be presented as soon as they are available.

Ken Kruckemeyer: The canopy over the platform will extend only the length of four Orange Line cars; however, the platform will be designed for six cars. The typical bus shelter made of plastic has not proven successful since it is not warm and the glazing becomes scratched, thereby cutting down on visibility/security.

John Walker: Is there anything that distinguishes this station from any other station?

Sy Mintz: The station concept drawings at this stage are purely diagramatic and indicate the basic functional organization of the station. As we proceed, the intent is that the station design with community input will evolve to reflect the needs and character of the neighborhoods surrounding the Green Street Sation in its appearance.

Tom Schocken: What is the magnitude of the Art Budget?

Ken Kruckemeyer: There may be an art budget, but its amount has not been determined.

Jef Ferris: Suggestions: (1) Canopy over platform should extend over entire length (that is, length of six cars); (2) solar heating for spaces from toll booth down to and including platform, and (3) laundromat for station commercial space. Also, is Green Street going to be one-way or two-way?

Ken Kruckemeyer: The existing traffic pattern will probably remain except for the bus line at the station island on Gordon Street.

Charles Martin: Won't the skylights create a cold conditio directly under them?

Sy Mintz: Single glazed skylights will transmit some cold, however, the double glazed skylights will work similar to a storm window.

Ken Kruckemeyer: The amount of heat loss through a skylight would be negligible in comparison to the heat gain from sunlight falling upon an individual; the cold condition will be created more by the cold air coming from the openings beyond the covered platform area.

Michael Reiskind: If we have commercial space on the east side of station, won't the station, with its glazed areas on the west side be oriented towards the Sumner Hill neighborh

Sy Mintz: Maximum visibility of the station area, bo inside and outside, would be beneficial in regards to security. The commercial retai space could have glazed walls so that one could see part of the auto drop-off area east of the station from the unpaid lobby. Also, the activity created by the commerci space would aid in alleviating the securit problem.

Lorraine Martin: Bus stop should be on the Green Street side since cars will fill up bus stop area on Woolsey Square.

Sy Mintz: It would be more beneficial for bus riders to be dropped-off and picked up as close to the station and also not have to cross any busy street. The problem of cars filling up the bus stop areas can be solved by proper policing action.

Tom Schocken: Is traffic on Woolsey Square one-way or two-way?

Sy Mintz: It is presently proposed for one-way traffic heading north.

Jef Ferris: Can the employee parking be located at Forest Hills?

Ken Kruckemeyer: The MBTA employee has to be at the station before the first train is in operation. Also, the space would be reserved for any maintenance/service vehicle.

Michael Reiskind: If someone is waiting in the unpaid lobby/ waiting area, he may not be able to see the entire bus stop area and some of the auto drop-off area if the commercial space is added.

Dennis O'Brien: Why is the station the size that it is?

Sy Mintz: The size of the station is the result of number of people using it.

Leon Bridges: The massing of the building and the character of the neighborhoods may preclude making the station any larger than it has to be.

During the coffee break, SATF participants picked up two handouts, (enclosed), (1) "Commercial Activity in the Green Street Station Neighborhood" prepared by Wallace, Floyd, Ellenzweig, Moore, Inc., and (2) "Preliminary Parcel Development Analysis" prepared by Charles G. Hilgenhurst and Associates.

After the coffee break, Don Grinberg introduced Lydia Mercado (WFEM) and Dave Dixon (CGH&A). Lydia explained the purpose for the handout listing existing businesses on Centre and Washington Streets in the vicinity of the Green Street Station. This inventory will enable the community to make recommendations on the type of businesses which should be encouraged and developed in the Green Street Station area without adversely affecting the existing businesses.

Dave Dixon continued the discussion on development potential in the station area by first indicating that the firm of Charles Hilgenhurst & Associates is involved with development analysis of individual parcels of land within the Southwest Corridor and some land directly adjacent to the old highway "taking line". The information included in the handout entitled "Green Street Station Area: Preliminary Parcel Development Analysis" is explained in the handout cover letter; however, should any questions arise, clarification can be obtained by calling Don Grinberg.

Dave Dixon stressed that the intent of the individual Parcel Profiles has been to determine the "feasibility" (as opposed to "desirability") of various developments proposals for each parcel.

At this point, the following discussion ensued:

John Walker: There should be coordination with the BRA in regard to the blighted areas outside the Corridor area.

Dave Dixon: There is coordination. CGHA is in the process of identifying those specific parcels for potential development depending on funding sources and program.

John Walker: There are presently three vacant commercial buildings available for renovation on Green Street.

Alex Cassie: There should be thought given to developing the existing vacant storefronts on Green Street in order to generate activity. Also, when residential development was proposed for parcel 45, the thought was to relocate a building similar to the one on Oakdale Street and not build a new apartment complex as noted in the Parcel Profile.

Dave Dixon: "ROW" is abbreviation for "Right-of-Way" (railroad and rapid transit right-of-way, in this instance).

John Walker: Request site plans for Parcel 40 and 41X so that the community can better evaluate the impact of corridor development on these parcels.

Michael Reiskind: Suggest that the SATF members come forth with a list of names of individuals and organizations that should attend our meetings.

At this point, Edwina Cloherty proposed the following resolutions which were voted on and approved by unanimous consensus:

1. Formal request that the BRA's Jamaica Plain Planner attend our SATF meetings and stay until adjournment so that they will be able to answer questions directed towards them.
2. Letter to the Mayor should be written to request copies of the Traffic Management Plan for review by the community.

Don Grinberg and Michael Reiskind will initiate these requests.

Michael Reiskind: A personal request to attend this SATF meeting was made to the Jamaica Plain Business Group. However, due to their busy schedules and related problems, they had indicated that they would not be able to attend our SATF meetings.

Prior to adjourning the meeting, the participants agreed that the following topics should be on the next SATF agenda:

1. Potential Development on the Station Area (working session with CGH&A).
2. Traffic Circulation (hopefully to include the Traffic Management Plan by the City).
3. Update on progress on Station design.

Edwina Cloherty: Suggested the use of the Community Center Room in the Brookside Family Life Center for future SATF meetings where there would be adequate tack-up space and a warmer room. However, several of the SATF members felt that the noise from the elevated Orange Line may be objectionable.

Beacuse of this potential problem and the late hour, it was decided that the next meeting would be at St. John's Episcopal Church. At the beginning of the next SATF meeting, alternative meeting locations can be considered.

Green Street SATF - February 28, 1978

NAME	ADDRESS	AFFILIATION
Charles Martin	15 Garden St.	
Lorraine Martin	15 Garden St.	
Michael Walsh	58 Union Ave.	
Angel Medina	20 South St., JP	YAC
Michael Reiskind	96 Rockview St.	Moderator
Jim Swanson	18 Anson St.	
Art Hall	280 Chestnut Ave.	
Lydia Mercado		WFEM
Thomas Schocken	40 Greenough	
Leon Bridges		TLBC
Terry Bruce	23 Alveston St.	Sumner Hill Ass
Michael D. Bojanowski	16 Alveston St.	Sumner Hill Ass
Stephen Bayle	31 Alveston St.	
R. David Villela		TLBC
Tosh Kawakami		Mintz
Janet Hurwitz	431 Marlborough	Stull Assoc.
Don Grinberg	Prudential Center	HNTB
William Jenney	23 Union Ave.	Homeowner
David Dixon		CGH & A
Barbara Ford		CGH & A
Nick Everett		RMA
Milton Schwartz	Prudential Center	HNTB
Ahfa Mahmond	20 Harrow St.	Rep. Goode
G. J. Mahmond	20 Harrow St.	Rep. Goode
Bob Kelley	One Beacon St.	KE/FST
Michael Graham	15 Enfield St.	JP Neighborhood
John M. Walker	171 Green St., JP	
Kathy Walker	171 Green St., JP	
Mary Ann Macaulay	38 Greenough St., JP	
Edwina Cloherty	56 Peter Parley Rd.	Parkside Neigh..
		SWCC
Mary Glenn	One Robeson St.	Parkside Boston
		Bicycle Coalitic
Jef Ferris	133 Paul Gore St., JP	resident
Paul Kohler	58 Boylston St.	
Eric C. Noble	558 Tremont St	Betty Gibson As:
Robert Keith	57 Peter Parley Rd.	
John Frey		Mason & Frey
Wayne Menton	38 Olmstead	Parkside Neighbc
Frank Colcord	38 Olmstead	Parkside Neighbc
Elaine Oltrogge	38 Olmstead	Parkside Neighbc
Alexander Cassie	22 Everett St.	Sumner Hill Assc
Dennis M. O'Brien	177 Chestnut Ave.	SWCC
Ron Nayler	City Hall	BRA
Brian Collins	City Hall	BRA
Charles Glenn	One Robeson St., JP	Parkside
Lyn Gaylord	9 Shurland St., JP	
Gene Kiely		Moderator, F. Hil
Dave Mittell	281 Chestnut Ave., JP	
Edmund Crotty	6 Biltmore St.	
Elizabeth Lanier	14 Chestnut Place, JP	resident
Joseph Doyle	175 School St.	Rep. James J.Cra

MINUTES

GREEN STREET STATION AREA TASK FORCE MEETING

ST. JOHN EPISCOPAL CHURCH, ONE ROANOKE STREET

JAMAICA PLAIN

APRIL 10, 1978

7:30 P.M.

Michael Reiskind, Green Street SATF Moderator, opened the meeting by summarizing some meetings held since the last Green St. SATF meeting on February 28th.

(1) Joint SATF meeting held on April 5, 1978 at Our Lady of Lourdes Church.

A) A decision was made by the community that there should be a vehicular crossing at the Minton Street deck.

B) Roy Mann Associates, SWCP Landscape Architect, issued a questionnaire asking for residents' preferences about types and locations of activities on the Minton and Boylston decks. This questionnaire (included with the minutes of the April 5th meeting) should be returned to Don Grinberg, Section III Planner (HNTB), as soon as possible.

(2) A number of Green Street Area residents visited the office of Mintz Associates/The Leon Bridges Co., architects for the new Green St. Station, for an open house on March 22, 1978. Concerns about the station architecture and operation were discussed.

(3) The Land Use Committee of the Sumner Hill Association met on March 22, 1978 with Sue Clippinger from the Mayor's Office and representing the Traffic Department of the City of Boston. The major recommendations made by the neighborhood were:

1) Gordon St. should be one-way to the west.
2) Elm St. between Green and Gordon should be one-way to the north.
3) Green St. should be 2-way between Elm St. and the transit right-of-way.
4) Greenough should be one-way between Elm and Alveston Streets.
5) Consideration should be given to the possibility of Elm St. being one-way to the south rather than existing 2-way.

Michael Reiskind explained that Sue Clippinger would be available to meet with any other community groups interested in discussing traffic improvements which could be made over the short-term.

Donald Grinberg, Section III Planner (HNTB), introduced Brian Collins, BRA Neighborhood Planner for Jamaica Plain, and Regla Coleman, recently hired by HNTB as a planner to work with the Spanish-speaking community of Jamaica Plain.

At this point, the following discussion of traffic issues ensued:

Tom Schocken:	Whether or not Greenough Street remains as a one-way street is important. This is the proper time to coordinate the traffic pattern rather than overlook it; therefore, the Mayor's representative or perhaps Fred Salvucci should be invited to attend our meetings to discuss traffic patterns. A satisfactory circulation plan should be resolved.
Dan Ocasio: (MBTA)	The Mayor's representative has already met with some of the Boylston Street SATF residents and has plans to attend the Green Street SATF.
Tom Schocken:	Want to make a motion to have letters sent to the MBTA and the state Office of Transportation inviting their participation with the Green Street SATF in regard to traffic circulation.
Michael Reiskind:	Since Emily Lloyd of the Mayor's office received a negative response by residents of the Boylston Street area, she has declined our request to attend the Green Street SATF in order to discuss the Traffic Management Plan. However, she has indicated that meetings with smaller groups would be acceptable.
Sarah Driscoll:	The City should be pressured to discuss the traffic issues.
Milton Schwartz:	Green Street Station will not be affected by the traffic pattern.

A vote was taken and approved that the SATF send a letter to the Secretary of Transportation requesting his attendance at the Green Street SATF to report on the traffic circulation plan for Jamaica Plain.

Next, Phil Henderson, (Charles G. Hilgenhurst and Associates), started the presentation on development feasibility by explaining the overall Development Analysis Process diagram. He noted that we are presently at Step 3 at which input from the community will be incorporated into the study. The E.I.S. has been used as a point of departure for summarizing the development potential of each parcel under consideration in the Green Street Area. The yellow pages contained within the handouts entitled "Preliminary Parcel Development Analysis" (mailed to everyone on the mailing list) summarizes the feasibility of different kinds of development on each parcel; a notebook available through Don Grinberg or Michael Reiskind goes into more detailed analysis.

Sarah Driscoll: How long will the remaining steps in the Development Analysis Process take?

Dan Ocasio: It will be dependent upon the particular parcel in question and the prospective developer; however, in all cases, the developer and his plans will be subject to review by the community.

Sarah Driscoll: What is the meaning of "potential development?"

Phil Henderson: Possible development based upon zoning and financial feasibility.

Michael Reiskind: What is the meaning of "implementation decisions" in Step 6?

Phil Henderson: This means the preliminary process by which a developer is selected for development.

Next, Dave Dixon, CGH & A, gave an overview of the development potential within Section III by stating that there is an apparent increase in the feasibility of housing development and decrease in feasibility of commercial development compared to earlier studies. The resulting pattern of potential development is characterized by moderately-scaled residential development along the edge of the Right-of-Way with any likely new commercial activity located near the new station. Further study will be required in order to decide whether a specific parcel can be actually developed.

Tom Schocken: Where is Parcel 43X and for what use is it intended?

Barbara Ford: Parcel 43X is located within the Corridor taking line and will be used by the transit tracks and boat section.

Mark Levine: How will the transit noise affect all the possible new residential development?

Dan Ocasio: All new residential parcels shown by CGH & A will receive no greater than 67 decibels as allowed in the HUD guidelines.

Don Grinberg: Noise is a subjective issue; i.e., some people used to the quiet of the suburbs might find 67 decibels distracting.

Dave Dixon: Housing developments are proposed only where noise levels are acceptable within Federal Standards for construction of new housing.

Adrienne Cupples: How many people will be employed on a long term basis?

Dave Dixon: It will be dependent upon what development goes ahead. For example, 10,000 S.F. of retail space will employ approximately 10 employees.

Phil Henderson began the discussion of the individual parcels by noting that Charles G. Hilgenhurst and Associates has looked into 13 parcels within the Green St. Area as sites for potential development. The feasibility for development of each parcel is summarized in the yellow pages of the handout. All development being considered would be at scale of the neighborhood and would not exceed existing densities.

Parcel 30 (see attached map)

John Walker: Infill housing (with similar units) has proven unsuccessful in the past and therefore may not be appropriate for 90% of the Corridor parcels.

Phil Henderson: Our approach would be to work with local developers with different housing units plus a mortgage guarantee.

Sarah Driscoll: Can BRA be active in helping local people?

Brian Collins: (BRA) The BRA would be willing to work with local developers.

Dan Ocasio: The best solution would be to encourage single-family, owner-occupied housing development. Conservative cost figures would be:

$41,000 for each new unit and
$34,000 for each rehab unit

Tom Schocken: The rents in the area make $34,000 per rehab unit an unrealistically high figure. The value of a new building is only as high as others in the area.

Phil Henderson: As the blighted influence is removed, the neighborhood would be strengthened and can make a strong comeback.

Sarah Driscoll: Are there any available subsidy programs, such as MHFA?

Phil Henderson: The next phase of our work includes identifying such programs.

Parcels 32 & 33

Lorraine Martin: There shouldn't be any ballfield on Parcel 35 across from Parcels 32 and 33.

John Walker: We should have drawings of Southwest High School as requested at an earlier meeting so that we can see its relationship to the proposed development parcels.

Tom Schocken: There is no advantage to combining these parcels because of their dimensions; Parcel 33 is not deep enough.

Question: Would vegetable gardens be possible on these parcels, and also on the decks?

Dan Ocasio: This question should be discussed with the landscape architects at a later meeting.

Dennis O'Brien: Request a study for possible housing development on Parcel 34 in order to replace houses that were previously there.

Phil Henderson: and Dan Ocasio: Agreed that this can be studied.

Question: What happens if an abutter does not want to purchase the available land and a developer cannot be found?

Phil Henderson: Vacant land will probably be landscaped and land banked.

Dave Dixon: All parcels in a land bank will not be developed at one time, and therefore interim uses are important to consider.

Barbara Burnham: Has there been any indication that the abutters

want the parcel, and if so, would it be at a nominal/reasonable price?

Dan Ocasio: The exact price is not known at this time, but sale of land to abutters in Roslindale was at a reasonable price by the DPW after appraisal.

Mark Levine: The community can benefit from new mixed-income housing development, but no high-income housing should be built. In general, agrees with Charles G. Hilgenhurst findings.

Parcel 45

Question: Isn't this parcel all rock?

Phil Henderson: If this parcel proves to be unbuildable, it would remain as open space.

Parcel 46

Lorraine Martin: Would like to have a parking lot.

Dan Ocasio: This parcel could accommodate only 4-5 cars because of grade problems.

John Walker: Retail should be eliminated due to zoning.

Question: Could a community facility be developed on this site?

Barbara Ford: If so, there is a need to identify a use for a community facility.

Phil Henderson: It would be more desirable to have retail facing Green Street.

John Walker: Retail use should be eliminated from consideration since the parcel would have to be rezoned.

Tom Schocken: Parking cars at the front of this site would not only be detrimental to neighbors but would also violate the zoning ordinance. Could the MBTA take this property?

Dan Ocasio: The MBTA is not able to do this.

Don Grinberg: It should be noted that a small amount of retail space is being incorporated into the station.

Parcel 49X

John Walker: Just to the east of Parcel 49X I presently employ 35 people, and 15 of them walk to work. We want to stay where we are, and in a few years may wish to expand. Any development on 49X may block the existing access to my property, and may also block future expansion. The peripheral sites such as the vacant buildings on Green Street should be developed first.

Phil Henderson: We share your concern about parcels such as these outside the project taking line but investigation of them falls outside the scope of the Southwest Corridor Project. We are working with the BRA to coordinate development planning, including a consideration of industrial use on 49X.

Dan Ocasio: We will study ownership and access further in order to clarify access to Mr. Walker's property.

Brain Collins: (BRA) The BRA will consider the Green Street buildings as priority buildings in its upcoming surveys of abandoned buildings.

Adrienne Cupples: There is need for housing for a family with mobility problems in one of the surrounding parcels.

Tom Schocken: A dangerous competition will develop with the Centre Street businesses if too much retail space is developed. A full-scale market survey should be conducted.

John Walker: Renovation of the two vacant hotels and commercial space within the Green Street Station wouldn't compete with Centre Street businesses and would be more convenient to the local neighborhoods.

Parcel 53a

Sarah Driscoll: Would like to propose community development on Parcel 53a, such as day care.

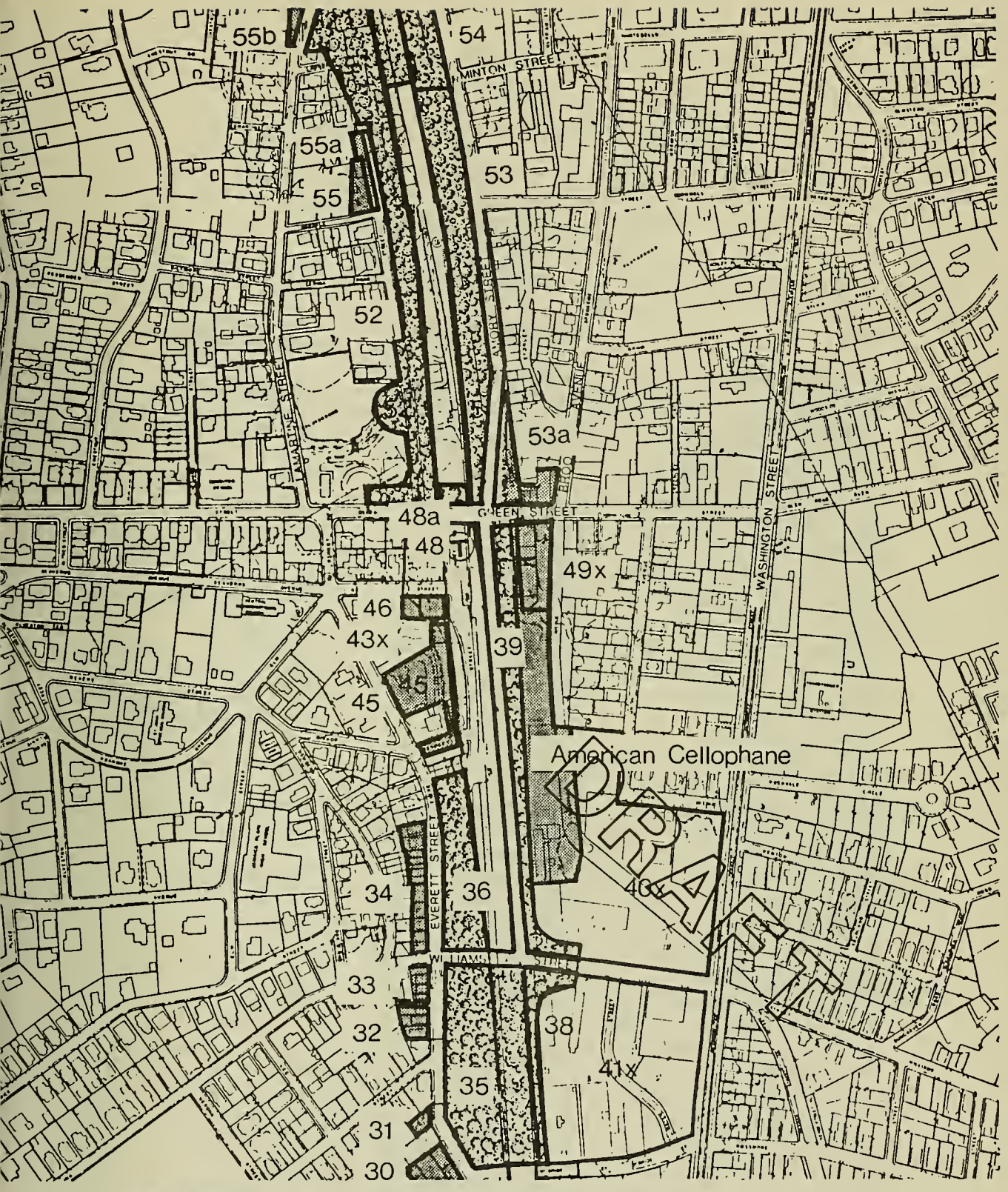
Dan Ocasio: New alignment of Amory St. may reduce the size of this parcel.

Comment: The community is concerned about the junkyards.

Parcel 55

Dennis O'Brien:	Has Hilgenhurst looked into other funding sources for the open space?
Phil Henderson:	No. Roy Mann Associates is responsible for information on programming of all open space within the Corridor.

Prior to adjournment of the meeting, it was noted that anyone who had further comments on or questions about the draft parcel profiles should feel free to contact Don Grinberg at HNTB (267-6710). The meeting concluded with the SATF deciding unanimously to retain Michael Reiskind as the Green Street SATF Moderator for the next six months.



KEY: Parcels Studied For Development; Open Space Only Proposed Use; Other

GREEN STREET STATION AREA:

TITLE: DEVELOPMENT PARCELS

SCALE: 1" = 400

DATE: 2/21/78

SW CP

GREEN STREET STATION AREA TASK FORCE

APRIL 10, 1978

LIST OF ATTENDEES

NAME	ADDRESS	AFFILIATION
Donald Grinberg	Prudential Center	HNTB
Bob Kelley	One Beacon Street	KE/FST
Sarah Driscoll	33 Lourdes Ave.	JP/Rox. Tenant Action Group
Thomas D. Schocken	40 Greenough St.	
Dennis M. O'Brien	177 Chestnut Ave.	SWCC
L. Adrienne Cupples	26 Sigourney St.	
Kevin Ruedisceli	39 Kenton Road	
Rosemary Jones	15 Bishop St.	Sumner Hill Assn.
Michael S. Bojanowski	16 Alveston St.	
John W. Frey	Belmont	Mason & Frey
Tosh Kawakami	One Dock Square	MA/TLBC
David Villela	One Dock Square	MA/TLBC
Rodolfo Rodriguez	One Dock Square	MA/TLBC
Brian Collins	City Hall	BRA
Stephen Baja	31 Alveston St.	Sumner Hill Assn.
Louise Thompson	31 Alveston St.	Sumner Hill Assn.
Terry Bruce	23 Alveston St.	Sumner Hill Assn.
Milton Schwartz	Prudential Center	HNTB
Barbara Burnham	12 Newbern St.	Sumner Hill Assn.
Mark L. Levine	71 Peter Parley Rd.	SWCC
John M. Walker	171 Green St.	
Mary Glenn	1 Robeson St.	Parkside Assn.
Robert Keith	57 Peter Parley Rd.	
Michael Gondek	14 Rocky Nook Terrace	NDC/JP
Lorraine Martin	15 Gordon St.	
Charles H. Martin	15 Gordon St.	
Regla Coleman	Prudential Center	HNTB

Southwest Corridor Project
Minutes

GREEN STREET STATION AREA TASK FORCE MEETING

St. John's Episcopal Church
One Roanoke Street, Jamaica Plain
November 8, 1978 at 7:30 P.M.

INTRODUCTION AND PROJECT UPDATE

Michael Reiskind, the Green Street Station Area Task Force Moderator, opened the meeting and explained that tonight's meeting will be in two parts: the first portion will consist of project updates since the last SATF, including a brief presentation on station architecture. The second portion will be a continuation of the consideration of development parcels within the Green Street Station area. Michael Reiskind also mentioned that an introductory meeting of the Parkland Management Advisory Advisory Committee ("PMAC") was held on 18 October 1978. This committee is composed of SATF members from all the stations in the Southwest Corridor, the state Department of Environmental Management ("DEM"), the MBTA and the Coordinating landscape architects. The Parkland Management Advisory Committee will meet approximately every 6 weeks and will make recommendations to DEM for the management of the Corridor Parkland. These recommendations will in turn be presented to each SATF for review.

Tony Pangaro, Southwest Corridor Project Manager from the MBTA then briefly summarized progress on the SWCP since last June: (1) Mintz Associates Architects, Planners, Inc./The Leon Bridges Company ("MA/TLBC") has refined the design of Green St. Station based upon reviews by the community, consultants and by MBTA personnel involved in operations, engineering, maintenance, etc., (2) On August 11, 1978 Federal Secretary of Transportation Brock Adams and Senators Kennedy and Brooke announced the approval of the Capital Grant and the federal funding of $669 million for the SWCP, (3) The SWCP's cross-town industrial park in Roxbury is under construction, (4) The South Cove Tunnel Project (which will connect the present Orange Line tunnel near downtown Boston's Essex Station to the proposed Orange Line at the Back Bay Station has been under construction for 9 months, and presently is ahead of schedule, (5) As noted recently in the Jamaica Plain Citizen, the MBTA has recently purchased additional buses which will be used for the shuttle service to and from Needham during construction of the SWCP, and (6) Design work on the Green Street Station is at a level of completion similar to that of other stations of similar size. He noted that the land use studies for the Green Street Station are further along with the Draft Development Report to be presented tonight. A final report to follow will contain the latest input from Green Street SATF members.

Carl Anderson from Howard,Needles,Tammen & Bergendoff ("HNTB") explained their role as the Section III Designers for Jamaica Plain, which includes Forest Hills, Green Street, and Boylston Street Stations and also the Corridor landscape within this area. He gave an update

of the work being performed by the engineers since the beginning of the summer: (1) Surveyors were out in the field compiling data for the Base Plans, which will show the locations for all existing structures and utilities, (2) The process of preparing the base plans included the mathematizing of street and rail alignments, (3) Updating the "right-of-way" plans including Mass Dept. of Public Works' parcels, (4) "License Plate" traffic surveys, which indicate where vehicles come in and go out of each area are being taken throughout Sections I, II, and III. These and traffic counts will help to determine the levels of traffic, how detours should function, and where best to locate signal lights, (5) Additional boring work for various new structures are now underway, (6) Bridge sketch plans which will be used to determine the exact street profiles have been prepared and (7) Preliminary structure plans for the "boat" section walls are being developed in conjunction with the grading plans being developed by the Landscape Architect.

Dennis O'Brien: Will the survey data be made public?

Carl Anderson: Yes, if people want to see it.

Michael Reiskind: Are the surveyors working outside of the Corridor area?

Carl Anderson: The surveyors will survey up some streets beyond the point to which they will have to be regraded. This may require that measurements be taken of the height of building sills outside of the actual Corridor location line.

Dennis O'Brien: When will utility construction begin?

Carl Anderson: Section II will have early utility relocation this year. In Section III the grading (excavation) work will be scheduled to start first, but unlike Section II there may not be an early contract for utility relocation.

Ms. Bradley: Is there any decision on the reuse of the granite?

Carl Anderson: No final decision to salvage the granite has been made. For cost and technical reasons it will be difficult to reuse granite.

Tony Pangaro: There are possibilities for reuse of the existing granite for secondary landscaping walls; however, the feasibility for reuse of more of the granite than that will have to be further evaluated.

Donald Grinberg, the Section III Planner for Howard,Needles,Tammen and Bergendoff ("HNTB"), completed the meeting's introduction with several items of interest to the SATF: (1) Notice will be sent out shortly for

a Section-Wide meeting on landscape design, (2) The latest scheme for the Boylston Street Station can be viewed at the Section III Field Office, 658 Centre Street, Jamaica Plain, 9-5 on Tuesdays and Fridays, and (3) Platform design elements for all stations are currently being studied by Stull Associates, Inc. and there will be an opportunity to view their work after the New Year. Don then introduced some people in attendance including Ellen Gordon of the MBTA; Richard McLaughlin from the Office of Program Development of the City of Boston; Paul Gogulski, Kaiser Engineers,Inc./Fay,Spofford & Thorndike,Inc. ("KE/FST"), and Nick Everett, originally with Roy Mann Associates who has recently joined the firm of Mason & Frey, the Section III Landscape Architect.

GREEN STREET STATION

Sy Mintz, Mintz Associates Architects,Planners,Inc./The Leon Bridges Company ("MA/TLBC"), began his slide presentation by first showing the Phase IIA Milestone drawings and models presented at the Section III Neighborhood Committee meeting held in July. These drawings incorporated some of the ideas received from the community and the MBTA including (1) the auto-drop offs on Woolsley Square, Green Street, and Amory Street; (2) entrances to the station close to the bus stop area and on the easterly side of the unpaid lobby for the patrons coming from that direction, and (3) space for possible future commercial with its own entrance on the east side of the station. The sketch models shown last summer indicated possible ways to handle the roof area. After a thorough review by the coordinating consultants for the SWCP, the MBTA project office, and MBTA operations and maintenance departments, the architects developed a scheme.

Sy Mintz then showed slides of the current scheme and compared it to the Milestone drawings. Functionally, both plans are similar, but now the elevator has been placed between the escalator and stairway. For structural reasons, the major walls of the station have been located directly over the "boat section" and "crash" walls. This change simplified the design, increases the area of the station headhouse and lengthens the span of some of the roof beams. Sy Mintz also explained how the Green St. facade line had been simplified and made less busy without sacrificing the ability to directly enter the station from the east and the west. The presentation concluded with sketches of the exterior of the building. These preliminary massing studies showed a flat roof punctuated by skylights which admit light to the interior of the station along the axis of the transit tracks.

DISCUSSION OF STATION DESIGN

Michael Bojanowski:	It is difficult to accept the station design with a large, flat roof that does not relate to the surrounding buildings.
Sy Mintz:	I'm open to comments and suggestions.

Unidentified: There appears to be too much glass which may invite vandalism.

Sy Mintz: Glass can be a positive feature in that it would allow for better surveillance of the station and also provide views for those waiting within the station.

Tony Pangaro: The MBTA is studying different glazing materials such as thick tempered glass and solid glass blocks. We share the concern.

Ms. Bradley: Have winter conditions been considered in the roof design so that there wouldn't be a cave-in from too much snow? Also, who will be responsible for snow removal around the station?

Sy Mintz: The roof structure will be properly designed to take care of the anticipated snow load; therefore, technically this is not a problem.

Tony Pangaro: The MBTA will clear the plaza area and the bus stop area on Woolsey Square; the City of Boston will have the responsibility for removing snow from the surrounding streets.

Mary Glenn: The glass skylight will be good during the winter; but won't it become too hot in the station during the summer?

Sy Mintz: The glass skylights could have vents which would allow the hot air to escape in the summer.

Mary Glenn: Won't the brick plaza create a snow removal problem?

Sy Mintz: If the brick plaza is laid properly with an appropriate selection of brick, mortar and with flush joints there should be no problem with snow removal.

Ms. Bradley: Brick can be slippery when it is wet.

Sy Mintz: We will bring in samples for you to examine, and consider using less brick.

Alex Cassie: Granite slabs might be considered as another choice for the paving material.

I agree with Mike Bojanowski's comments. The station does not relate very well with the neighborhood. It does not have a picturesque silhouette, and therefore is not indigenous to the area. It is one-story

slab-like architecture with serious aesthetic problems.

Sy Mintz: The roof design is a subjective and difficult problem. One has to realize that the station: (1) is not a house; a large portion of the building is support spaces, (2) is influenced by its structure, i.e., a long span between boat section and crash walls, (3) the station site does note relate immediately to the residential buildings in the neighborhood, and (4) should strive for an honest architectural statement/expression. This is a simple building, and it should not try to do something that it cannot do. Not all flat-roofed buildings are bad.

Alex Cassie: The "MacDonald's" approach to the roof structure had attempted some articulation of the silhouette. Articulation is the first important step to show integration with the community.

Michael Bojanowski: We were under the impression that the station design was to include more community input.

Tony Pangaro: The appearance of the building should be the result of community participation. The architects have the responsibility to try to come up with a design that would please almost everyone. This station is larger than a house; its scale is different from a house; we will wrestle with it further.

Margaret Shaner: If there is still room for change, protection for the glass surfaces and a mansard roof might be considered. The scheme does not work without glass.

Tony Pangaro: Dormers and mansards usually denote a house. However, perhaps the skylights can be more integral with the roof structure and also the strong horizontal concrete band could be eliminated so that the flatness of the roof wouldn't be emphasized.

Michael Reiskind: The latest station design drawings show that: (1) the the building is larger and squared off, (2) the elevator was relocated which may affect station surveillance, and (3) the escalator is located on the inbound side of the platform. Is it possible to switch the location of the escalator and stairway so that the escalator is located on the outbound side of the platform?

Tony Pangaro: After many studies, it was determined that the best location for the elevator was between the escalator and stairway as shown on the drawings. This location affords the primary fare collector with a better sight line to the elevator door. This solution also provides a safer condition

went over the handout on "Note on Cost of New Housing" which compared the development cost for a specific housing unit with the following programs: (1) Section 8 with rental supplements, (2) Massachusetts Housing Finance Agency ("MHFA") which provides mortgage loan with lower interest rates than conventional financing, and (3) Owner occupied/financed and set maximum/minimum family income to meet the monthly payment for each program. David then described the role of Charles G. Hilgenhurst & Associates as consultants in the process of parcel development:

1) Prepare a draft "Development Report" which included findings and viable options for each parcel based upon previous community response and comments.

2) Prepare a final Corridor Plan/Development Report after compiling and analyzing the latest comments from the community.

3) Prepare Developer's Kit for each specific publicly-owned early action parcel which will include all of the necessary guidelines and controls.

DISCUSSION ON DEVELOPMENT

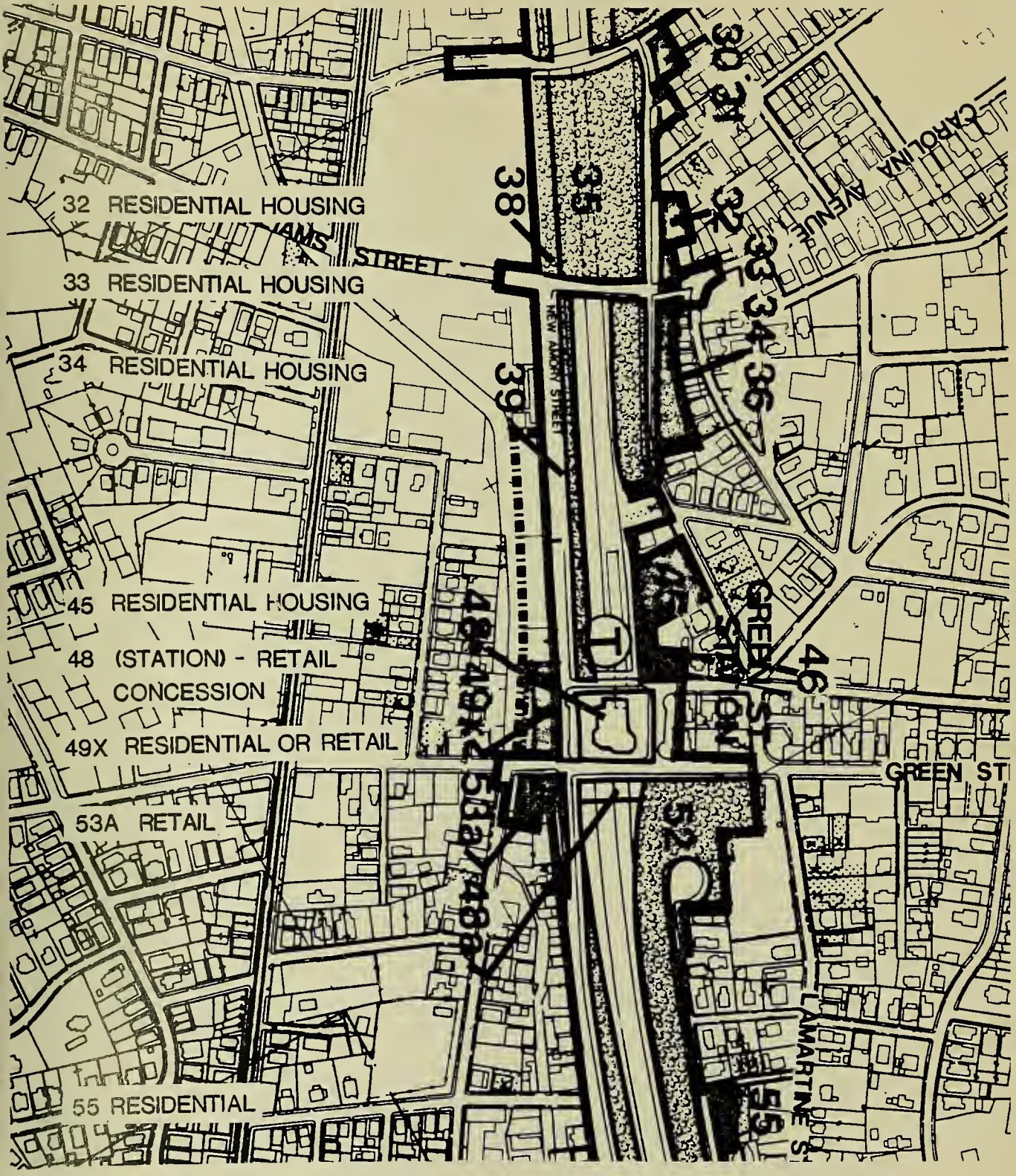
Margaret Shaner:	Will the city provide a tax deal as it has in the past?
David Dixon:	A 121A tax agreement with the city will be necessary.
Michael Reiskind:	What are the plans for Parcels #30 and #31?
Barbara Ford (CGH&A):	Realignment of Call Street has changed the size of Parcel 30, but parcel 31 remains the remains the same size. Both are possibly available to abutters.
Michael Reiskind:	Parcel #46 was previously recommended for parking and is now shown for community use. Parcel #53A is not listed for a community use such as a day care center.
David Dixon:	Change of the recommendation for parcel #46 was based upon community response at the last neighborhood meeting. Parcel #53A can be proposed for community use if the SATF so desires.
Michael Bojanowski:	Can Call Street be relocated to the west from parcels #30 through #34 in order to provide more area for the Corridor Parkland?
Tony Pangaro:	No, since Call Street has to conform to the configuration set forth in the E.I.S.

Alex Cassie:	Feels very strongly against the density proposed for parcel #45; recommend owner-occupied house or would personally be interested in purchasing this parcel for an orchard. The soil may not be able to support development.
David Dixon:	The soil on #45 probably will be appropriate for development.
Michael Bojanowski:	The abuttor to parcel 45 should have the right to purchase a parcel such as is the case with parcel #34.
Nick Everett (M&F):	It would be better for the Corridor Parkland if it faces the fronts of houses instead of their backyards.
Mike Gondeck:	In order to encourage home ownership, how about duplex units in which one unit could be an income property?
David Dixon:	This is a good possibility.
Tom Schocken:	Parcel #46 is not shown in the latest report.
David Dixon:	The SATF had earlier indicated its desire for community use on that parcel, but this type of use is not being studied by Charles G. Hilgenhurst.
Tom Schocken:	Parcels #46 and #49X should be included in the final report.
Tony Pangaro:	Noted that it was very important to settle these use questions.
Michael Reiskind:	A firm decision for parcels #34 and #45 should be made at the next meeting.

Prior to closing the meeting, there was a unanimous consensus to retain Michael Reiskind as the Green Street Station Area Task Force Moderator for the next six-month term.

from: Development Report (November 8, 1979) prepared by Charles G. Hilgenhurst & Assoc.

SUMMARY OF DEVELOPMENT OPTIONS



KEY: SWCP DEVELOPMENT PARCEL

PARKLAND

POSSIBLE CITY-OWNED PARCEL

DATE:

GREEN STREET STATION AREA TASK FORCE

NOVEMBER 8, 1978

NAME	ADDRESS	AFFILIATION
Don Grinberg	3050 Prudential, Boston	HNTB
Barbara Ford	148 State St.	CGH&A
Wendy Landman	148 State St.	CGH&A
Mary A. Cody	13 Marmion St.	
Mary M. Cody	13 Marmion St.	
Christine Cooper	8 Everett St.	
Arthur Hall	280 Chestnut Ave.	
Nick Everett	243 Trapelo Road, Belmont	Mason & Frey
Lorraine Martin	15 Gordon St.	
Margaret Murphy	14 Gordon St.	
Tosh Kawakami	One Dock Sq. Building,Boston	MA/TLBC
Sy Mintz	One Dock Sq. Building,Boston	MA/TLBC
Rich McLaughlin	19 Alhambra Road	O.P.D.
Alexander Cassie	22 Everett St.	Summer Hill Assoc.
Michael T. Bojanowski	16 Alveston St.	Summer Hill Assoc.,SWCC
Robert Keith	57 Peter Parley Rd.	Neighborhood Development Corp.
Carl Anderson	3050 Prudential, Boston	HNTB
Edwina Cloherty	56 Peter Parley Rd.	SWCC/Parkside
S. Emily Serex	38 Burroughs St.	Central Congregational Ch.
Howard Kaplowitz	25 Eliot St.,JP	
Dennis M. O'Brien		SWCC
Donna Marcus		SWCC
Lyn Gaylord	9 Shurland St.	
Edna J. Bradley	37 Oakview Terrace	SWCC
Madeline E. Bradley	37 Oakview Terrace	SWCC
P. Gogulski	One Beacon St., Boston	KE/FST
George Adduci	120 Brookside Ave.	
Charles H. Martin	15 Gordon Street	
Margaret H. Shaner	19 Parley St.	
Frank Willison	19 Parley St.	
Mary Glenn	1 Robeson St.	BABC
David Dixon	148 State St.	CGH&A
Michael Gondek	14 Rocky Nook Terrace	JP NDC
Sue Clippinger	61 Rockview St.	Boston Traffic Dept.
E. Gordon	131 Clarendon St.	MBTA
A. Pangaro	131 Clarendon St.	MBTA

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